

For the Farmer, Feeder and Breeder

NEW YORK GENERAL MARKET

Quotations of the Day on Various Commodities

NEW YORK, May 13.—FLOUR—Dull, with a moderate jobbing trade. Spring patents, \$4.00; winter, \$3.75; extra No. 1, \$3.50; extra No. 2, \$3.25; extra No. 3, \$3.00; extra No. 4, \$2.75; extra No. 5, \$2.50; extra No. 6, \$2.25; extra No. 7, \$2.00; extra No. 8, \$1.75; extra No. 9, \$1.50; extra No. 10, \$1.25; extra No. 11, \$1.00; extra No. 12, \$0.75; extra No. 13, \$0.50; extra No. 14, \$0.25; extra No. 15, \$0.00.

WHEAT—Spot, steady. No. 1, \$1.15; No. 2, \$1.10; No. 3, \$1.05; No. 4, \$1.00; No. 5, \$0.95; No. 6, \$0.90; No. 7, \$0.85; No. 8, \$0.80; No. 9, \$0.75; No. 10, \$0.70; No. 11, \$0.65; No. 12, \$0.60; No. 13, \$0.55; No. 14, \$0.50; No. 15, \$0.45; No. 16, \$0.40; No. 17, \$0.35; No. 18, \$0.30; No. 19, \$0.25; No. 20, \$0.20; No. 21, \$0.15; No. 22, \$0.10; No. 23, \$0.05; No. 24, \$0.00.

CORN—Market steady. No. 1, \$0.75; No. 2, \$0.70; No. 3, \$0.65; No. 4, \$0.60; No. 5, \$0.55; No. 6, \$0.50; No. 7, \$0.45; No. 8, \$0.40; No. 9, \$0.35; No. 10, \$0.30; No. 11, \$0.25; No. 12, \$0.20; No. 13, \$0.15; No. 14, \$0.10; No. 15, \$0.05; No. 16, \$0.00.

RYE—Market steady. No. 1, \$0.85; No. 2, \$0.80; No. 3, \$0.75; No. 4, \$0.70; No. 5, \$0.65; No. 6, \$0.60; No. 7, \$0.55; No. 8, \$0.50; No. 9, \$0.45; No. 10, \$0.40; No. 11, \$0.35; No. 12, \$0.30; No. 13, \$0.25; No. 14, \$0.20; No. 15, \$0.15; No. 16, \$0.10; No. 17, \$0.05; No. 18, \$0.00.

BARLEY—Market steady. No. 1, \$0.65; No. 2, \$0.60; No. 3, \$0.55; No. 4, \$0.50; No. 5, \$0.45; No. 6, \$0.40; No. 7, \$0.35; No. 8, \$0.30; No. 9, \$0.25; No. 10, \$0.20; No. 11, \$0.15; No. 12, \$0.10; No. 13, \$0.05; No. 14, \$0.00.

CLAY—Market steady. No. 1, \$0.55; No. 2, \$0.50; No. 3, \$0.45; No. 4, \$0.40; No. 5, \$0.35; No. 6, \$0.30; No. 7, \$0.25; No. 8, \$0.20; No. 9, \$0.15; No. 10, \$0.10; No. 11, \$0.05; No. 12, \$0.00.

LEATHER—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

PROVISIONS—Pork, market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MEAT—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

POULTRY—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

EGGS—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

GRAIN—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

Available Supplies of Grain. NEW YORK, May 13.—Special cables and telegraphic communications received by Bradstreet show the following changes in available supplies as compared with last week: Available supplies: Wheat—United States east of the Rockies decreased 1,465,000 bushels; west of the Rockies decreased 6,000 bushels. Canada decreased 150,000 bushels. Total United States and Canada decreased 1,615,000 bushels. Afloat for and in Europe increased 100,000 bushels. Total American and European supply decreased 1,515,000 bushels. Corn—United States and Canada decreased 1,745,000 bushels. Oats—United States and Canada increased 1,150,000 bushels. The leading decreases and increases reported this week follow: Decreases, Manitoba, 1,411,000 bushels; Port Huron, 10,000 bushels; Akron, 10,000 bushels; St. Joseph, 10,000 bushels; Port Huron, 10,000 bushels; Syracuse, 10,000 bushels.

Kansas City Grain and Provisions. KANSAS CITY, May 13.—WHEAT—Cash, No. 2 hard, \$0.95; No. 2 red, \$0.90; No. 3, \$0.85; No. 4, \$0.80; No. 5, \$0.75; No. 6, \$0.70; No. 7, \$0.65; No. 8, \$0.60; No. 9, \$0.55; No. 10, \$0.50; No. 11, \$0.45; No. 12, \$0.40; No. 13, \$0.35; No. 14, \$0.30; No. 15, \$0.25; No. 16, \$0.20; No. 17, \$0.15; No. 18, \$0.10; No. 19, \$0.05; No. 20, \$0.00.

ST. LOUIS General Market. ST. LOUIS, May 13.—WHEAT—Cash, No. 2 hard, \$0.95; No. 2 red, \$0.90; No. 3, \$0.85; No. 4, \$0.80; No. 5, \$0.75; No. 6, \$0.70; No. 7, \$0.65; No. 8, \$0.60; No. 9, \$0.55; No. 10, \$0.50; No. 11, \$0.45; No. 12, \$0.40; No. 13, \$0.35; No. 14, \$0.30; No. 15, \$0.25; No. 16, \$0.20; No. 17, \$0.15; No. 18, \$0.10; No. 19, \$0.05; No. 20, \$0.00.

MINNEAPOLIS Grain Market. MINNEAPOLIS, May 13.—WHEAT—Cash, No. 1 hard, \$0.95; No. 1 northern, \$0.90; No. 2 hard, \$0.85; No. 2 northern, \$0.80; No. 3 hard, \$0.75; No. 3 northern, \$0.70; No. 4 hard, \$0.65; No. 4 northern, \$0.60; No. 5 hard, \$0.55; No. 5 northern, \$0.50; No. 6 hard, \$0.45; No. 6 northern, \$0.40; No. 7 hard, \$0.35; No. 7 northern, \$0.30; No. 8 hard, \$0.25; No. 8 northern, \$0.20; No. 9 hard, \$0.15; No. 9 northern, \$0.10; No. 10 hard, \$0.05; No. 10 northern, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

MAINE—Market steady. No. 1, \$0.45; No. 2, \$0.40; No. 3, \$0.35; No. 4, \$0.30; No. 5, \$0.25; No. 6, \$0.20; No. 7, \$0.15; No. 8, \$0.10; No. 9, \$0.05; No. 10, \$0.00.

YOUTH AWED TO A WHISPER

First Test of Boy's Nerve in the Presence of Majestic Conductor.

After all, the world is young, and the time has not yet passed when a whole crowd of people can be hypnotized by a boy. Some may scoff at their enthusiasm, like the rheumatic gentleman who rode deliberately into the four blocks past his corner, and had to walk back in a drenching rain. Yet all, like the rheumatic gentleman, acknowledge the fascination of eager youth.

He had a way with him, that youngster in the car. He got around his mother first. When she took out her purse his blue eyes snapped.

"Mother," he whispered, "let me pay the fare."

She hesitated; he was a very little boy. "You said I might some time," he insisted.

She gave him a coin. He swelled with importance.

"Say, 'One, please,'" she told him. "One, please." He whispered it over and over, and looked around for the conductor.

Never before was that autocrat's presence so ardently desired. Usually so alert, forerhand, what ailed him now?

Eyes fixed on space, he stood at the back door, oblivious to the phenomenon of a passenger inside fairly bursting to pay a fare. Once he took a step forward. Out went the little hand, but the arm was too short to be noticed the length of the car, and at some call from the platform the conductor stepped outside.

Disappointment settled on the expectant face, yet all the while rehearsal for the great scene was in progress.

The rheumatic gentleman, who had already passed his corner in anticipation of the boy's triumph, was on the point of hastening the denouement by fetching the conductor in by main force. Fortunately he was prevented from violence by the conductor's taking it into his own mind to make another tour of the car.

He came slowly, haltingly, glancing to right and left suspiciously, and crying at intervals: "Fares, please. Any more fares?"

Of course there was another fare. Why couldn't he see it. It was held out far enough. At last he did see it. He came a step nearer. Oh, how the color came and went on the eager face then.

"One, please." With all the practice it only came in a whisper, but the conductor heard. He smiled, he took the money.

It was done. Doubt, anxiety, timidity gave way to a glow of triumph—New York Times.

Heads of Rioting Barbers Massaged By Police Sticks

NEW YORK, May 13.—Striking barbers, attempting today to close shops in the retail district above and below Twenty-third street, came into conflict with the police at several places, causing great excitement among the crowds of women shoppers. When the mob tried to rescue two men who were arrested, police clubs swung freely before a path was cleared to a station house.

Later the barbers, augmented by several hundred sympathizers, marched to Fourteenth street, where stones were thrown through barber shop windows. Strikers also visited several hundred shops in the Bronx, where it was declared tonight only boss barbers would be at work tomorrow.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

ANNOUNCES PLANS TO UNIFY EASTERN ROADS

NEW YORK, May 13.—Plans for the New York Central & Hudson River Railroad company for the unification of some of the important lines of the system to simplify the corporate organization and furnish a broader basis for the permanent financing of improvements, were announced today by J. P. Morgan & Co. A special meeting of the stockholders will be held June 18, to pass upon plans already approved by the directors.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and complete the reclamation projects already under way and be sure you have competent men in the field," was the advice James J. Hill, the railroad magnate, gave to Secretary Lane today at a reclamation hearing. He reiterated his statement that it cost the reclamation service more than twice what it cost other services and private enterprises to reclaim the desert land.

Persistent Advertising is the Road to Big Returns.

WASHINGTON, May 13.—"Hurry up and